



Memorandum

TO: COYOTE VALLEY SPECIFIC
PLAN TASK FORCE

FROM: Sal Yakubu

**SUBJECT: SUMMARY OF TECHNICAL
ADVISORY COMMITTEE
MEETING HELD ON 10/05/04**

DATE: November 1, 2004

Approved

Date

Technical Advisory Committee Members Present:

Mary Hughes (Habitat for Humanity), Theo Hipol (SCVWD), Vincent Stephens (SCVWD), Tim Steele (Sobrato Development Corporation), Rebecca Tolentino (City of Morgan Hill), Tedd Faraone (Coyote Valley Alliance for Smart Growth), Dawn Cameron (County Roads and Airports), Mike Tasosa (VTA), Mike Griffis (County Roads and Airports), Dunia Noel (LAFCO), Anne Jamison (VTA), Kathryn Nation (Senator Bruce McPherson), Craig Breon (Audubon), Carolyn McKennan (Morgan Hill Unified School District), Bill Shoe (County Planning), Brian Schmidt (Committee for Green Foothills), and Kerry Williams (Coyote Housing Group).

City Staff Present:

Salifu Yakubu (PBCE), Darryl Boyd (PBCE), Susan Walsh (PBCE), Ozdemir, Perihan (PBCE), Bob Wilson (ESD), Dave Mitchell (PRNS) and Gerry De Guzman (Public Works).

Consultants:

Roger Shanks (Dahlin Group), Eileen Goodwin (APEX Strategies), Jodi Starbird (David J. Powers & Associates, Inc.), and Mike Waller (Hexagon Transportation Inc.).

1. Welcome and Introductions:

The meeting convened at 3:00 p.m. with introductions around the room. By show of hands a third of the Technical advisory Committee (TAC) members attended the last community meeting, and Task Force meeting on October 4, 2004. Eileen reviewed the agenda and explained that staff and consultants would give a brief summary of the Land Use Principles, Approaches and Options for Coyote Valley Specific Plan (CVSP). There would also be ample opportunity for comments from the TAC members. Roger Shanks of the Dahlin Group and Susan Walsh, Senior Planner with the City Department of Planning, Building and Code Enforcement made a PowerPoint presentation explaining the Land Use Principles, Approaches and Options. The TAC provided the following questions and comments:

Local retail should be convenient to pedestrians, bicyclists, transit users, and autos.

- Preference expressed for a design that is more pedestrian-friendly than Rivermark, and is more accessible for vehicles than it is for pedestrians.
- Would like to promote transit-oriented retail with parking at the back. San Diego has several good examples including a multi-story Safeway with attached structured parking.
- Since the development will occur over time consideration should be made to providing more surface parking which could be intensified in the latter phases of the project.
- Transit is inconvenient for grocery shoppers with many grocery bags, and parents with small kids may need to use cars to carry groceries and do multiple errands.
- Underground parking is very convenient and provides a very urban environment.
- Support for the idea of providing both pedestrian and transit-oriented retail.
- The Evergreen Specific Plan area retail uses work well with access from rear parking lot and also from a street front.
- Web van-style shopping and electric carts could be used.
- Recommend the free shuttle bus option since it would be better for shopping. It would also help to eliminate the parking problem. It is great for light traffic, but not for heavy traffic.
- Preference expressed for urban multi-level grocery stores similar to those in San Francisco where there are escalators for grocery carts as well as a built-in parking structure.

Higher density residential and some workplace uses can use structured parking to buffer railroad.

- Does this mean that we will be eliminating the option of sound walls along the railroad tracks? *Sal Yakubu, Principal Planner with the City Department of Planning, Building and Code Enforcement, indicated that the parking structures would help to provide the noise attenuation and there may be a mixture of sound walls and parking structures along the railroad tracks.*
- It is not desirable to develop a monolithic sound walls or a solid wall of parking structure buildings along the train tracks. The preference is to use several design techniques and prevent monotony.

Residential uses and some workplace uses east of Monterey Road can orient to Coyote Creek open space.

- Saving the rural character along the Coyote Creek is important. Consider passive open space uses in this location.
- Residential development would be the worst in terms of protecting the rural character of the Coyote Creek.
- How do you integrate uses on the east of Monterey Road into the rest of the Plan area?
- There are good locations along the interchanges for corporate buildings.
- Support for the idea of regional ball fields, but it will bring a lot of traffic. It would be better to put them close to Coyote Creek trail?
- How will ball fields be achieved and will acquisition be required? *This will be addressed in the facilities and implementation plan.*
- The County's Agricultural Zoning designation would not allow these uses.
- East side of Monterey Road would be better for sports fields rather than putting the fields in the Greenbelt.
- Corporate campuses might be the best since they would still allow for the rural feeling to be maintained along Coyote Creek.
- Prefer campus use to residential use along Coyote Creek.
- The idea is to have schools and parks sharing fields so if recreation is pushed over to the east side of Monterey Road it may be too isolated.

A substantial component of industry-driving jobs should be accommodated in mixed-use areas and mid-rise buildings.

- The traditional campus industrial with a lot of surface parking would set the wrong tone. Most new workplace users prefer mixed-use environment to traditional campus industrial.
- Will high-rises be set up to accommodate several smaller offices and floors? *Roger indicated that they would be and there will probably not be a lot of signature corporations.*
- Mixed use for transit-oriented development is important. Structured parking will help to integrate these uses.
- At a Task Force meeting a comment was made that 50,000 jobs would require 600 acres, and that 400 acres of land is planned for mixed-use.
- Need to be flexible and allow other uses if the economy will not allow the new generation workplace.
- In the current plan almost all jobs would be in mid and high-rises. Recommend that we accommodate traditional campuses as well as mid and high-rise.

Intensify workplace by using structured parking to increase single family housing types, and to cut the land area required for parking.

- There is 60 million square feet of vacant underutilized office in San Jose. Why do we think the economy will support parking garages, which are very expensive? We need to be flexible and provide parking in phases.
- Recommend a balance of the two (structure and surface parking) to make it work together. 50,000 jobs need to have a market and be build able. Housing density won't matter if we can't get the jobs built at all.

Locate high school away from railroad & consider possibility of two smaller high schools.

- The school boards ultimately will decide the size of the schools. A high school of 3,200 is not what the community wants to see.
- The spaces between schools should be shared. The Morgan Hill Unified School District (MHUSD) support joint use facilities with schools.
- The MHUSD supports two smaller schools and the trends are towards smaller schools.
- A high school on 28 acres will eliminate fields.
- What about the possibility of private schools? *The land plan would be flexible enough to allow private schools to locate in Coyote.*
- It may be possible for private schools to locate closer to train tracks.
- What about locating a high school on the east side of Monterey Road? *Roger indicated that the idea is to keep it central so it will not be isolated from the community.*
- As a parent you would not want to send your child to 3,200-student public school. Discipline is a big issue in schools with more than 2,000 students.
- Recommend two smaller schools where students can have more opportunities and experience leadership, sports etc. (two times the opportunities in two schools because there are two of every sports team, marching bands, student body governments etc.)
- Can we break them down so there is a school within a school or grow from one school into two schools?
- Eileen summarized the input from a hand count of the TAC members indicating that the consensus was that a 2,000-student school is too big. Two 1,500-student high schools are preferable.

Consider options for large format retail sales tax generators along Monterey Road.

- There was an indication at the Task Force meeting that a Home Depot would not be feasible because the cost per square foot due to the infrastructure costs would be too high.
- A Home Depot may not be feasible, but not a car dealership.
- The absence of a Home Depot in Coyote Valley would promote more car trips.
- Recommend retaining flexibility regarding the issue of big box retailers.
- The demand will be there for Home Depot even if costs are high, and they may be able to use the multi-story big box design.

- Recommend smaller hardware store on west side of Monterey Road such as Orchard Supply or ACE Hardware, which would be a good buffer for railroad.

Locate regional play fields in Greenbelt and Laguna Seca detention area.

- It would be better to have them near Coyote Creek Trail. Parking is a big issue and it appears that parking is not shown at all. People may be traveling long distances to the play field and will need convenient parking. *Susan indicated that there was a recommendation at the last community meeting that there be an extension of transit service to the proposed ball fields in the Greenbelt area.*
- How will you address the irrigation problem for Greenbelt? *Roger indicated that it might be possible to extend recycled water into this area.*
- Parking and restrooms on the north side of Palm Avenue across from the proposed ball fields in the Greenbelt can be an option. Is there any way to put services in on the south side?
- The separation of restrooms and ball fields across Palm Avenue doesn't seem like a design that can be implemented because no one will be able to do the walk across Palm Avenue. *Roger indicated that Palm Avenue might become a cul-de-sac in that location.*
- Comment that portable restrooms may need to be provided even on the south side of Palm Avenue to make it convenient for users of the ball fields.
- Laguna Seca has jurisdictional wetlands and wildlife and waterfowl migration areas and it is not a good place for the ball fields.
- The Greenbelt would be good for the ball fields but financing the needed services may be problematic. As a result, the east side of Monterey Road seems like the best place for the ball fields.
- The play fields should be located next to schools in order to share the parking on weekends.
- It would also be good to have retail services close to the fields.

2. Open Forum/Other Issues:

- Some issues came up in original Cisco EIR that will come up again, including possible impacts to the maintenance of county roads. It was estimated that CVRP would result in tens of millions of dollars of road maintenance impacts on County Roads. How will this be dealt with for the CVSP? *The CVSP will strive to avoid creating impacts, including traffic impacts on surrounding properties and infrastructure. If there are significant unavoidable impacts that can be mitigated, the CVSP EIR will include appropriate mitigation measures to reduce them to less than significant level.*
- This Plan will trigger the need for Bailey-Over-the-Hill. How will the impacts to serpentine soils be dealt with? *Susan indicated that these issues will be dealt with in the EIR*
- Recommend that the Fiscal Impact study be conducted prior to the completion of the EIR.
- Recommend that this area not develop until the existing 60 million square feet of vacant office space is absorbed.
- How will Cisco be affected by this Plan? *Darryl Boyd, Principal Planner with the City*

Department of Planning, Building and Code Enforcement, indicated that Cisco has a development agreement for 10 years and an approved Planned Development Zoning that will not expire.

- What will happen after the 10- year development agreement expires and they still haven't exercised it? *The City Council may choose to initiate a rezoning of their property.*
- Recommend that Cisco be allowed to develop their Planned Development Rezoning design as a transition and as a starter element. The Cisco design is not that bad.

3. Next Steps:

Sal Yakubu explained the next steps in the process and encouraged all of the TAC members to attend the next Task Force and Community Workshop on November 8, 2004.

4. Adjourn:

The meeting was adjourned at 5:00p.m.